

**POMRIL.**  
PURE NON-ALCOHOLIC  
APPLE JUICE  
Invaluable for Strength and  
Diabetes.  
Per doz. quarts..... \$7.25  
Per doz. pints..... 4.65  
**H. PRICE & CO.,**  
12, Queen's Road Central.

# Hongkong Daily Press.

ESTABLISHED 1857.

No. 14,547 號英百九仟肆零壹月八號拜五 HONGKONG, FRIDAY, NOVEMBER 18TH, 1904. 香港英一千零五十一月十日式光緒年十月第壹萬伍千四百號

**ITALIAN VERMOUTH**  
The only Reliable Brand is  
**MARTINI ROSSI**  
SUCCESSORI  
**MARTINI SOLA & CO.**  
AGENTS—  
**H. PRICE & CO.,**  
12, Queen's Road Central

## HOTELS.

### HONGKONG HOTEL

A FIRST-CLASS HOTEL IN EVERY RESPECT  
Elegantly Furnished Reading, Drawing  
Music, Ping-Pong and Smoking Rooms.  
Private Bar and Two Billiard Rooms for  
Hotel Residents.  
Dining Accommodation for 300 persons,  
Private and Special Dining Rooms.  
European Chef and Indian Curry Cook.  
Ladies' Afternoon Tea Rooms with European  
Matron in attendance.  
Ladies' Cloak Room.  
Hydraulic Elevators to each Floor.  
Bedroom Accommodation—131 rooms,  
Electric Lighting throughout. Electric Fans  
in Rooms, if required.  
Hot and Cold Water throughout.  
Wines and Groceries specially imported by  
the Hotel Co.  
Wines cooled by Hotel refrigerators.  
Hotel Linen washed on Premises by  
machinery.  
Fire Extinguishing Mains and Emergency  
Exits on every floor.  
MODERATE CHARGES! NO EXTRAS!

H. HAYNES,  
Manager.

THE

### PEAK HOTEL.

Admirably Situated. Sheltered from the  
North-East Monsoon and Open to the South-  
West Monsoon.

A COVERED GANGWAY LEADS  
FROM THE TRAMWAY TERMINUS  
INTO THE HOTEL.

Telephone No. 29.  
Town Office: 7, DUDDELL STREET.

5914

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL

Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms  
Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.

For Terms, &c., apply to the  
MANAGER.  
Hongkong, 10th June 1904.

51802

### CONNAUGHT HOTEL.

A FIRST CLASS HOTEL Situated near  
the Banks and Principal Offices.  
Excellent Cuisine and Wines.  
Large and lofty Rooms, Elegantly Furnished  
Hydraulic Elevator, hot and cold water  
throughout.

Special Rates for Tourists.  
Launch Service for Guests.  
For Terms, apply to the

MANAGER.  
Hongkong, 31st October, 1904.

549

"BOA VISTA"  
(HOTEL-SANITARIUM OF SOUTH  
CHINA)  
MACAO

HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.

A most pleasant retreat for these desirous of  
a few days rest and quiet.

Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
city of Macao.

Macao is 40 miles south-west of Hongkong.  
One steamer (a.s. *Hengshan*), daily, to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.

Cable Address—"BOAVISTA".  
For Terms, apply to

THE MANAGER.

5241

CANTON HOTEL,  
HO-NAM, CANTON.

### NEWLY OPENED.

SITUATED on the River Front at Ho-nam  
almost facing Shamian.  
Rooms elegantly furnished, large and lofty  
with Spacious Balconies. Excellent Position.  
Free from Obnoxious Surroundings.

Boat always in attendance.  
Telegrams receive prompt attention.

Visitors to Canton should not fail to secure  
accommodation before leaving Hongkong.

CHAN CHING KUEN,  
Manager.  
Canton, 27th October, 1904.

12546

CARLTON HOUSE  
HOTELS,

No. 8 & 10, ICE HOUSE ROAD.

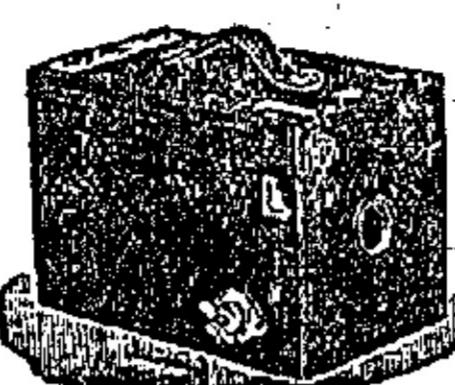
THESE premises, formerly known as the  
Club Extract and the Waverley Hotel,  
have been thoroughly renovated and furnished  
in excellent style as Private Family Hotels.  
Cool Rooms, Comfort of Residents, and the  
Cuisine a specialty.

Apply to—  
THE MANAGER.  
Hongkong, 7th October, 1904.

1621

## PHOTO SUPPLIES

DEVELOPING  
AND PRINTING  
UNDERTAKEN.



GOOD WORK,  
PROMPT  
RETURN.

UP-TO-DATE DARK ROOM

FITTED WITH ELECTRIC LIGHT AND FAN  
AT THE DISPOSAL OF AMATEURS

LONG HING & CO.,

PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

(Same Premises as Messrs Ah Chee).

[a38]

Hongkong, 15th August, 1904.

## E. C. WILKS & CO.

CONSULTING MARINE AND ELECTRICAL ENGINEERS AND SURVEYORS

MARINE AND ELECTRICAL CONTRACTORS.

SHIP-DESIGNING AND CONSTRUCTION.

ENGINES, PUMPS AND ELECTRIC MOTIVE POWER FOR FACTORIES.

POWER INSTALLATIONS, &c.

MACHINERY AND ELECTRICAL REPAIR WORK, &c.

Agents for Messrs. W. H. ALLEN & SON'S ENGINEERING and ELECTRICAL MACHINERY.

Agents for H. W. JOHN'S ASBESTOS' GOODS.

Cable Address "MARINEWORK," Hongkong.

Telephone No. 338.

12, Beaconsfield Arcade, Hongkong.

[a153]

Hongkong, 24th August, 1904.

## NERNST

NERNST ELECTRIC LIGHT.

BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY

AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

EDM. JOHANNSEN OR SIEMSSSEN & CO.

55a

## CHOCOLATES

A BIG CHOCOLATE DEPARTMENT. THE MOST POPULAR IN TOWN  
ALL KINDS OF CHOCOLATES, AT LOWEST PRICES. THE FINEST  
HANDSOMELY-BOXED CHOCOLATES AS WELL AS THE SIMPLEST PURE  
CHOCOLATES. CHOCOLATES BY THE POUND OR BY THE BOX.

## SPECIAL FOR SATURDAY

DELICIOUS MIXED CHOCOLATES AND BON-BONS, JUST RECEIVED  
FRESH FROM CADBURY BROTHERS, \$1.00 PER POUND.

## WATKINS LIMITED,

CHEMISTS AND PERFUMERS,

WATKINS BUILDING, HONGKONG.

Telephone 344.

[a37]

## LANE, CRAWFORD & CO.

TAILORING DEPARTMENT.

## AUTUMN AND WINTER SUITINGS

OF THE  
LATEST AND MOST FASHIONABLE STYLES.

EXPERIENCED LONDON CUTTERS  
ONLY EMPLOYED.

LARGEST AND BEST SELECTED STOCKS  
IN THE EAST.

SEE SPECIAL LIST.

## LANE, CRAWFORD & CO.

Hongkong, 31st October, 1904.

3d

## JAPAN COALS.

### MITSUI BUSSAN KAISHA MITSUI & CO.

HEAD OFFICE—1, SUBUGA-CHO, TOKYO.  
LONDON BRANCH—34, LINE STREET, E.C.  
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET

OTHER BRANCHES:

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manil, Amoy, Shanghai,  
Chefoo, Tientsin, Nanking, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,  
Nagoya, Osaka, Kobe, Kure, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki,  
Kuchinoita, Sasebo, Maizuru Miike, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A.I. Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenals and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail  
and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and  
SOLE AGENTS for Holden, Hondo, Kanada, Fujinotani, Mameda, Mannami, Onoura Otenji,  
Sasabe, Tsukubaro, Yoshinotani, Yoshio, Yunokitara, and other Coals.

S. MINAMI, Manager, Hongkong.

THE AMERICAN SYSTEM  
OF  
DENTISTRY

Dr. M. H. CHAUN.

37, DES VŒUX ROAD CENTRAL, HONGKONG,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 3rd June, 1904. [2161]

SIE NTING.

SURGEON DENTIST.

No. 10, DAGUILLAR STREET.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 21st March, 1904. [2227]

PURE FRESH WATER.

THE HONGKONG STEAM WATER  
BOAT CO., LTD., is prepared to supply

ANY QUANTITY OF PURE FRESH  
WATER to the Shipping, both for Deck and  
Boilers.

Call Flag W.

J. W. KEW.

Manager.

1st Floor, 37, Connaught Road

Hongkong, 13th June, 1904.

[2226]

## MACAO

AND

## CANTON HOTELS.

### A LITTLE CHANGE.

THE Round Trip from HONGKONG

to MACAO, thence to CANTON and back to

Hongkong, will be found interesting and

enjoyable.

WM. FARMER,

Proprietor.

[2226]

## KUPPER PILSENER BEER.

THE LEADING BEER IN THE FAR EAST.

BEWARE OF IMITATIONS.

SOLE AGENTS.

CALDBECK. MACGREGOR & CO.

15, QUEEN'S ROAD.

[a45]

TONG CHONG WO & CO.  
No. 98, QUEEN'S ROAD CENTRAL.

Manufacturers of Hand-made Pure  
HAVANA CIGARS AND CIGARETTES

They are made of best Havana leaves and  
possess a mild and choice flavour.

Inspection courteously invited.

Hongkong, 26th May, 1904.

[1233]

Portland Cement Company

Portland Cement.

Ceks of 375 lbs. net \$5.00 per Cask ex Factory

Bags of 250 lbs. net \$3.20 per bag ex Factory

</div

## INTIMATION

A. S. WATSON & CO.,  
LIMITED.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS.

## CONFECTIONERY

WE BEG TO NOTIFY THE ARRIVAL  
OF OUR NEW SEASON'S CONFEC-  
TIONERY, IMPORTED FROM

THE LEADING

LONDON AND PARISIAN HOUSES.

SELECTIONS of the PUREST and  
BEST QUALITY, from the  
simplest to that of  
THE FINEST AND MOST  
RECHERCHE CHARACTER.

A. S. WATSON & CO.  
LIMITED.

THE HONGKONG DISPENSARY.

(31)

**NOTICE TO CORRESPONDENTS.**  
Our communications relating to the news columns  
should be addressed to *The Editor*.  
Correspondents must forward their names and ad-  
dresses with communications addressed to the *Editor*,  
not for publication, but as evidence of good faith.  
All letters for publication should be written on  
one side of the paper only.  
No anonymous signs or communications that have  
already appeared in other papers will be inserted.  
Orders for extra copies of *DAILY PRESS* should be  
sent before 11 a.m. on day of publication. After that  
hour the supply is limited. Only supplied for Cash.  
Telegraphic Address: PRESS, Codes: A.B.C. 5th Ed.  
Lieber's  
P.O. Box, 33. Telephone No. 12

*The Daily Press.*HONGKONG OFFICE: 14, DESVEUX ROAD, C.I.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, NOVEMBER 18TH, 1904.

MENTION has been made recently from time to time in our news columns of the intention on the part of the Hongkong & Kowloon Wharf and Godown Company, in association with the Star Ferry Company, to divert the ferry traffic at Kowloon to a point further west. The decision originated out of a desire to keep the ferry traffic free from the inconveniences of the wharf work, and no one will dispute the fact that in the interests of the public safety this diversion of the traffic is exceedingly desirable. With this object in view the Godown Company some time ago effected an exchange of land with the Government and adopted a scheme involving not only the building of new ferry wharves, but also the demolition of certain of the Company's godowns in order to make a thoroughfare from the new wharves to Robinson Road. This work, we understand, involves an expenditure on the part of the Godown Company amounting to not less than \$125,000. Consequently it was with no little concern that the shareholders of the Company learnt from a paragraph which appeared in the *Daily Press* three weeks ago that a syndicate had been formed with the object of starting another ferry service in competition with that of the Star Ferry Company. While we may consider it scarcely likely that the competing service would be a remunerative one, as a war of rates would immediately commence, it would certainly have the effect of either indefinitely delaying the improvements about to be undertaken in connection with the present service, or indefinitely postponing the prospect of seeing any return to the shareholders for the \$125,000 about to be spent. Those who regard the question from this point of view must have read with unmixed satisfaction

the announcement by Mr. RUMJAHN in the *Daily Press* of the 5th inst. that the proposed new service had been abandoned because the Colonial Government had imposed "additional stipulations" which in the opinion of the promoters would prevent the scheme becoming a financial success.

The fact that the Government entertained the proposal at all is, under the circumstances, a matter for regret. A company which undertakes to expend a large amount of capital on a public improvement such as the Wharf and Godown Company have in hand may legitimately look to the Government to secure them from a competition which, while it lasted, would render their enterprise absolutely unremunerative if it did not involve serious financial loss. As things are, we very much doubt whether the Company will see in the immediate future a satisfactory return for the exchange they have made with the Government and the expenditure the new work entails. Mr. RUMJAHN's syndicate proposed to work a service from Wardley Street to Kowloon Point, a service which, as the Government were well aware at the time they favourably received the proposal, would directly compete with the Star Ferry Company's plans and would inevitably delay the urgently desired improvements outlined above. In a war of rates the Star Ferry Company, backed by the Godown Company, would have a great advantage, for it has to be borne in mind that over 60 per cent. of the traffic is connected with the business of the Wharf Company. Though the complaint has frequently been heard that the first-class single fare (15 cents) is excessive, it may be pointed out that this is a charge which need only affect visitors to the port who will not see any hardship in paying that sum for the journey across the harbour. Regular passengers can obtain monthly season tickets at a cost of \$5, enabling them to cross and re-cross as many times as they like; while residents who have only occasional use of the ferry may obtain for \$2.50 a "punch-ticket" enabling them to make twenty-five trips at a cost of 10 cents each. For six or seven years past Chinese passengers have been carried by the Star Ferry Company at a cost of one cent each way. On the score of charges, therefore, there is really no room for serious complaint. No other Company, we venture to think, could carry on a remunerative and equally efficient service at lower rates. There is, however, another matter to be considered in connection with a ferry service, namely its advantages in the matter of assisting a much-desired distribution of the Chinese population. We cannot see that Mr. RUMJAHN's proposal would materially help in that direction, any more than the Star Ferry Company's service has resulted in creating a large workmen's centre in Tsim-sha-sui. Any Company which bases its hopes entirely on the creation and development of a traffic to Chinese suburbs is doomed to disappointment and failure. While touching on this subject, however, we may remind the public and the Government that if the Star Ferry Company has not done as much in that direction as may be desired they are not to be held entirely to blame. As a matter of fact publicity has long since been given to the fact that the Star Ferry Company have in view two circular routes, starting from Ice House Street wharf, one to run via Kowloon Point to Yaumati and back via West Point; and the other via Kowloon Point to Hunghom (extending later to Kowloon City) and back to Wan-chai. If the Government had fully appreciated its responsibility in respect of the overcrowding of the city and actively exerted itself to promote a distribution of the population, this circular ferry service, which would amply meet the requirements, would have long since been running. During the administration of Sir HENRY BLAKE the Company sought to come to some arrangement with the Government in regard to this extended service whereby they would obtain relief from payment of crowd rent for the wharves if the returns showed no profits; but the Government would not hear of it, and so the scheme remains in abeyance.

We hold no brief for the Star Ferry Company or the Godown Company; our concern is entirely with the public interest. If any material advantage were to be gained by the public from competition with the Company we should hold that the Government would be justified in granting the necessary permission for it to start; but it is because we believe that a competing service would be to the public disadvantage that we think the Government has been well advised to impose such stipulations as to cause the abandonment of the new enter-

prise. The existing company deserves every consideration at the hands of the Government. It has provided a regular and highly efficient service, and is sufficiently enterprising to inaugurate any extension of the service which shows any reasonable prospect of remunerative return for the shareholders. A competing service, as we have said, would lead to a war of rates which would be ruinous to both companies; and when the weakest withdrew the other would probably be so impoverished as to impair the efficiency of the service and to indefinitely postpone any new developments that might be in contemplation, or that new circumstances might demand. In the meantime we should have the dangers of navigation in our already over-crowded harbour greatly increased. Therefore we say that in the best interests of the public it may be hoped that the Government will give such security to existing interests as will warrant the Company in actively forwarding their present plans, and we venture to think the public interests would be served if the Government acceded to the very reasonable request made in respect of the circular service; for the distribution of the population is an object which the Government should actively promote, and it is not unlikely that what they might now lose in Crown rent from wharves they would presently save in expenses on account of sanitation.

This letter is said to have been written by LI HUNG-CHANG a few weeks before his death, a summary of which we reproduced from the *Times* in our issue of yesterday, appears to have been a most characteristic one. It is characteristic, not only of the deceased statesman, but also of that combination of astuteness and moral obliquity which we have learned to expect from the Chinaman of affairs. It is a most extraordinary document in every way, and as the *Times* claims to have received the resume from "a trustworthy source," it is sure to occupy a large share of public attention at this time. LI HUNG-CHANG, writing on September 30th, 1901, to YUNG-LU, then a most influential adviser of the EMPRESS-DOWAGER, is said to have sneered at the short-sightedness of the Chinese officials who were uneasy because of Russia's encroachments in Manchuria. The wily old man was certainly not of those whom he despised for being "unable to look into the future." He reasoned that the Russian occupation of the Manchurian provinces, effected under cover of the Boxer movement, would not be allowed to continue without a strong protest from outside. His policy—he refers to it in the letter as "my principles," or it is so translated—was to let the Russians alone, to leave them in possession. "In that case," he is reported to have written, "friction will arise between Russia and Japan on the frontiers of Corea, and a conflict is bound to break out between the two rival Powers." How well his careful study of the methods and motives of the foreigner had enabled LI HUNG-CHANG to prophesy, has in less than three years been demonstrated. It is impossible to withhold admiration for his subtle wisdom, which, in less exalted cases, could be described as cunning, but in him, as a diplomat and statesman, requires more respectful phraseology. He felt that it would be "difficult" for China single-handed to recover possession of the pilfered territory, but, according to him, no serious harm would be done by playing a waiting and a watching game. The Southern Viceroy, he wrote with a fine contempt, had no knowledge of the diplomatic situation, and he begged YUNG-LU to take the greatest pains to prevent their representations reaching the Empress. His scheme was to wait for the Russo-Japan war, which he saw would be inevitable, and to watch its progress. If Japan should lose, China was to side with Russia, "and help them to crush the Japanese, thus establishing a claim upon Russian gratitude." Russia, he thought, while retaining Corea for herself, would restore Manchuria to China. Here, perhaps, is the weakest link in his chain of reasoning. Supposing Russia had gained a sufficient advantage over Japan to warrant China in climbing down from the fence, it is not very likely that the conqueror would have given much credit to China for subsequent results. Russian prestige would hardly have been improved by any sort of admission that China's help had been required to defeat an Asiatic army. Being thus unable to recognise any cause for gratitude, it would have been a forlorn hope to expect Russia to show any. It is rather curious to find such a crafty old cynic expecting such a virtuous quality to become a likely factor of events he wished to come

about. That we do not misname the deceased Chinaman should be apparent when we quote the remainder of his scheme. Supposing, as it has now turned out, Japan should prove to be the stronger side, he was prepared to turn round and "help them to drive the Russians out of Manchuria." "Thus," he concluded, "we shall get back Manchuria without any grave risks." He had evidently taken to heart the esoteric meaning of the saying of the Taoists, that "the goodness of water is beneficial to all things, and that without struggling." His people were to flow placidly along between the two dams, Russia and Japan, until one of them should break, and then—to pour like an overwhelming flood in the direction desired all along, their own fair level of Manchuria. The happenings of the last nine months seem to show that even this wisdom might have been bettered. Without stirring hand or foot, or spending a single tael, China should presently come to her own again. To hold it, however, there must be a continuance of a like passive policy, of floating with the stream. Put that way, the programme should appeal to the somnolent Celestial. It is, however, doubtful that it will so appear to him. There will still be the desire to seclude and seal up the regnum provinces, and Japan will not be minded to submit to that. The only way for China to get is to give. She will retain most surely by relaxing her vain struggles against the tide of trade that is flowing in upon her as bees fly to flowers, coming for the honey, and in the acquiring thereof, doing that which directly assists productiveness and growth in the flower kingdom.

The cricketers are to be entertained at dinner by H. E. the Governor this evening.

The Penang Chamber of Commerce has reaffirmed its decision of 1902 in favour of registration of partnerships.

The *dean* of the Ceylon clergy, the Rev. P. Marks, Army Chaplain, died on October 29th. He had been 38 years in Ceylon.

The second practice dance for St. Andrew's Ball was held last evening in St. George's Hall, and was as usual largely attended and greatly enjoyed.

The Criminal Sessions were to have come on to-day, but there is a clean calendar for the first time for over eight years. His Lordship the Chief Justice will be presented this morning with a pair of white gloves.

Professor D. Gustav Fritsch, Private Counsellor of the Medical Department of Germany, is on a Government mission round the world, testing the vision of various aborigines with a view to finding out, no doubt, if the power of the European eye is deteriorating.

A League match will be played at Happy Valley on Saturday between the Kowloon Cricket Club and R.A.M.C. The following may play for Kowloon:—Mr. Swan (Capt.) T. L. Cross, J. Calland, W. Clark, W. Dixon, E. R. Horton, J. Parkes, J. Robinson, H. W. Harrop, R. Lipsley and R. Stevenson.

The new 100-ft. thoroughfare from Robinson Road, Kowloon, to the new "Star" Ferry landing ought to be finished by the end of February, as it has to be handed over on the 5th March. The new ferry landing, however, will not be finished till about the middle of next year, pile-driving, etc., being at best a long task.

The firing of salute guns in the harbour yesterday morning denoted the arrival of the German flagship *Furst Bismarck*, with Admiral von Prittwitz and Gaffron on board. The Admiral was received by Dr. Kruger, Consul-General for Germany, and in his company proceeded, under a guard of honour of the Sherwood Foresters, to pay his respects to H. E. the Governor. The Sherwoods, by the way, looked very smart in their winter red.

Harmston's Circus continues to draw crowds of appreciative Chinese spectators, besides many European spectators. There will be a matinee to-morrow afternoon, children being admitted at half price. The doors will be opened at three, an hour before the entertainment commences.

The electric cars have been found most convenient in connection with the Circus. They were, however, hardly so on the occasion of the Wednesday matinee. One car detained its passengers, after they had paid, for about fifty minutes; and deposited them at Causeway Bay when the show was half over.

A sailor appeared before Mr. H. H. Gompertz at the Police Court yesterday to answer a charge of disorderly conduct. Some time ago this man was dismissed from the *Algerine*, and for several months was "on the beach." He complained to His Excellency the Governor through whose influence he was reinstated on one of H. M. ships to be discharged on returning to England. He had finished only 90 days' time on the *Tamar*, when on Wednesday night he gave cause for the present charge to be brought against him. He assaulted some Inkongs, and a European constable appeared on the scene to take him to the police station. But this was a difficult task, and it was not till a picket arrived that the constable could succeed.

The police gave him a bad character, and a Naval officer present verified their statement. A fine of \$15 was inflicted; in default six weeks' imprisonment.

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

## THE ASIATIC PERIL.

LONDON, 17th November.

The *Pall Gazette* reports that Afghans have exploded a Russian magazine at Kusht. Many people (our correspondent does not say whether Russians or Afghans) were killed.

## EARTHQUAKE IN TURKOMANS.

LONDON, 17th November.

There has been a destructive earthquake at Ashkhabad, the capital of Russian Trans-Caspian territory.

## ANGLO-PORTUGUESE TREATY.

LONDON, 17th November.

The arbitration treaty between Great Britain and Portugal was signed at Windsor.

## NAVAL APPOINTMENTS.

London, 17th November.

Vice-Admiral Sir Arthur K. Wilson (who has a Victoria Cross) commands at Home until 1907. Vice-Admiral Lord Charles Beresford flies his flag over the Mediterranean squadron, and Rear-Admiral W. H. May commands the Channel squadron.

[REUTER'S SERVICE.]

## JAPAN AND THE UNITED STATES.

London, 15th November.

Prince Fushimi, the adopted brother of the Mikado, has been officially received in Washington, and visits President Roosevelt to-day.

LATER.

Prince Fushimi was received with much ceremony in Washington.

SHIP-BUILDING.

Lloyd's Register Ship-building returns for the quarter ended 30th September (for a copy of which we are obliged to Mr. S. Mumford) states that there were 393 vessels of 1,046,308 tons gross, being builded at Home at that date. A curious thing is that the number given by the report for the corresponding period of the previous year was exactly the same, although the gross tonnage was much less. The last quarter had included a tonnage under construction of about 53,000 tons more than at the end of June. The return in September 1901 was the highest on record. This year sees a decrease of 26 per cent. on the record. The ships now building are to the order of owners, British (272), Colonial (15), Austro-Hungarian (8), Norway (8), and the rest in smaller numbers. Warships are not included. Of these, there are nine at Royal dockyards, and 49 at private yards, all 53 for the Home Government. The number being built for foreign Powers is 67.

## GARBISON RELIEFS.

THE WEST KENTS.

The s.s. *Avoca* was due from Colombo yesterday with eight companies of the Royal West Kent Regiment, but up to late hour last night had not arrived. Taking into consideration that arrivals report strong N. E. monsoon—a head wind and sea for the *Avoca*—this is not to be wondered at; the vessel will probably arrive to-day. Four companies will be landed here while the other four will proceed north to relieve the two companies of Sherwood Foresters at Tientsin, the two at Peking, and the 80 men at Wei-hai-wei. The four relieved companies will be joined by their comrades, the other four companies already relieved. The eight companies of Sherwood Foresters will then leave for Singapore—to remain stationed there for probably two years—on the 4th December. The Sherwood Foresters have not yet vacated the barracks at Mount Austin, but Murray Barracks are now ready for receiving the West Kents, and six tents have been erected in case of further accommodation being required. Some of the officers of the West Kent Regiment are Major Isacke; Captain Moody, Tulloh and Venables; Lieutenants Case-Morris, G. L. Stevenson and Humphreys. The new arrangement is for regiments to go from South Africa to Ceylon, there to remain two years; proceed to China (another two years); to Singapore (two years); and then India. The Sherwood Foresters came from South Africa to Hongkong, the West Kents went to Ceylon, and the Manchesters to Singapore.

On Wednesday evening a fire resulting in great loss of property occurred at the village of Wongneichong. The fire was reported to the Central Police Station, but by the time the brigade appeared on the scene the matsches, which were dry and inflammable, were burnt to the ground. The blaze was a very large one, but of short duration. About 300 occupants of the forty matsches were now rendered homeless. It is supposed that the fire was caused by a spark setting fire to some dry grass stored in one of the matsches, and so rapid was it that the Chinese had only time to save themselves by flight, leaving most of their goods and chattels behind. The only houses the firemen were in time to save were the joss house and another building of stone. Great numbers of pigs and poultry were roasted alive, the pigs being in sty and unable to escape.

MATSHED BLAZE AT WONGNEICHONG.

On Wednesday evening a fire resulting in great loss of property occurred at the village of Wongneichong. The fire was reported to the Central Police Station, but by the time the brigade appeared on the scene the matsches, which were dry and inflammable, were burnt to the ground. The blaze was a very large one, but of short duration. About 300 occupants of the forty matsches were now rendered homeless. It is supposed that the fire was caused by a spark setting fire to some dry grass stored in one of the matsches, and so rapid was it that the Chinese had only time to save themselves by flight, leaving most of their goods and chattels behind. The only houses the firemen were in time to save were the joss house and another building of stone. Great numbers of pigs and poultry were roasted alive, the pigs being in sty and unable to escape.

Under the auspices of the Hongkong Odd Volumes Society Mr. J. Dyer Hall has consented to deliver a lecture on "The Origin and Progress of the Chinese" in the former Chamber of Commerce Room, City Hall, on Tuesday next, at 5.15 p.m. The Hon. F. H. May, C.M.G., will preside. Ladies are invited and members will be permitted to ask their friends

## THE WAR

["DAILY PRESS" SERVICE.]

## THE NORTH SEA OUTRAGE.

London, 17th November.

The Convention (of the inquiry into the Russian outrage in the North Sea) is still unsettled. Russia has now asked for some modifications of the programme outlined by Great Britain.

[REUTER'S SERVICE.]

## A "BITTER END" EXPECTED.

London, 15th November.

The Russian Minister in Washington referring to certain vague rumours of mediation declared that Russia would fight to the bitter end and would listen to no suggestion of mediation.

## INQUEST.

BE CHINESE UNKNOWN, DECEASED.

Mr. H. H. Gompertz, Coroner, held an

## THE INTERPORT CRICKET MATCHES.

## FINAL CONTEST.

HONGKONG V. STRAITS.

The final match, between the teams that had beaten Shanghai, as it happened, was played yesterday. The weather was glorious, and the attendance fair. In the afternoon the band of the 110th Mahratta played selections on the field. Clouds of smoke and what was worse, showers of sot, came from the Naval Yard. The great feature of the game was Dixon's bowling for Hongkong; he found three men's wickets in one over. Speaking about bowling, it really would be very difficult to excel that of Rees (Straits), an Australian who, we understand, has on occasions distinguished himself while playing for South Australia. Judging by the day's play on the whole Hongkong has a better all round team than the Straits. The latter appears to be made up of a few really excellent players, with a larger tail end of somewhat indifferent players than Hongkong. For fielding, however, honours must be certainly given to the Straits, as they let very little indeed go through their fingers. The day's play resulted:—

Straits—1st inn., 128; 2nd for 4 wks. 31...150

Hongkong—1st innings ..... 155

W. Daniel replaced T. Sercombe Smith, by request of the latter, in this match.

Singapore won the toss and decided to go in. The umpires were Messrs. V. H. Lanning (of Shanghai) and A. Mackenzie.

Details of the match are as follow—

## STRAITS' FIRST INNINGS.

C. W. N. Wyatt and A. Stronach went to the wicket, being clapped from the pavilion.

Capt. Talbot acted as a sub for H. Arthur in the field.

Wyatt opened his score immediately, sending Dixon's first ball to point for a single. Stronach played out the over.

Bird took on the bowling from the Pavilion end. Wyatt sent Bird to boundary with a straight hit.

Stronach opened his score by cutting Dixon towards the Pavilion for a single; and then Wyatt followed suit with a Pavilion boundary. Ten was here signalled.

One of Bird's deliveries hit Wyatt on the thigh and he lay down beside the wicket in agony. Play was suspended, the cricketers gathering around, while stimulant was procured.

Wyatt retired from the field. E. J. Barrett taking his place.

Barrett at once sent Bird to long leg for a single; it gave the appearance of being a very powerful hitter.

Dixon sent down a maiden from the eastern end.

Bird's first ball was a boundary bye—three. Barrett scored a single and twenty was signalled.

Each man scored singles, taking full toll of their chances. Barrett sent Dixon to long on for a boundary.

Stronach made a long leg boundary off Bird; and then Barrett made a straight hit to boundary—thirty up. (Applause).

Arthur replaced his substitute behind the stumps.

Stronach played one from Dixon on to his wickets—One wicket (Stronach for five) for 33.

Wyatt returned to the wicket, taking Stronach to run for him.

Wyatt sent Bird to the Pavilion for four, and long off for four—forty up. (Applause).

Dixon sent down remarkably difficult balls from the east—another maiden.

Wyatt sent Bird to the long off for another boundary—fifty up. (Applause).

Dixon caught Wyatt off Bird near the wicket.—Fifty for two (Wyatt 24).

E. Bradbury went in, and commenced scoring at once.

Barrett sent Dixon to boundary with a straight hit; and then to point for another.

Lumsden relieved Bird at the western end. Barrett cut him to long leg for a boundary.

Bradbury sent Dixon to point for a single, and sixty was signalled.

Burnie was applauded for fielding a very swift ball from Barrett, who with hard hitting put his bat out of order, and required another. Burnie was again applauded for a similar performance.

Barrett made a flukey hit, but Lumsden (who was bowling) could not reach the ball in time to catch it.

Pearce was applauded for good fielding.

Barrett drove Dixon to long off, but, owing to H. Hancock's fielding, only a single resulted.

Barrett skied one of Lumsden's trundles, Heath badly missing it.

R. Hancock (the Hongkong captain) took on the bowling from Dixon at the East, and sent down a maiden to Barrett.

Heath well fielded Bradbury, off Lumsden.

Barrett sent R. Hancock to mid off for a boundary; Bradbury afterwards sending the same bowler to long off for single—seventy was put on the board. Both players now seemed pretty well set, and commenced to add singles pretty regularly off both R. Hancock and Lumsden.

Bradbury drove R. Hancock to long off for three; and shortly afterwards made a straight drive, off same bowler, for four—eighty up.

Bradbury, playing splendid cricket, blocked Lumsden a couple of times, and then drove him to long on for four.

Hancock bowled Barrett, who received great applause—three for 86 (Barrett, 36).

R. E. Rees relieved the previous bat. He commenced work without delay, cutting Lumsden to point for two. He snicked Lumsden to point for a single, and ninety was signalled.

Bradbury drove Lumsden to the rails at mid off.

Pearce relieved Lumsden at the pavilion end, and sent down a maiden to Rees.

Bradbury drove R. Hancock straight for a boundary, and then was caught by Burnie,

wh. was stationed at mid off—four for 99 (Bradbury 26).

T. R. Hubbard went in, and fluked one from R. Hancock. Arthur, the wicket keeper, caught it from a most difficult position, but tumbled down.

Rees snicked one of Pearce's to mid-off for a single, when the fielder sent the ball to boundary—five.

Heath at mid-off caught Rees off Hancock—five for 106 (Rees nine).

M. H. Whitley relieved Rees.

Pearce snicked one of Pearce's to mid-off for a single, when the fielder sent the ball to boundary—five.

Heath at mid-off caught Rees off Hancock—five for 106 (Rees nine).

Whitley relieved Rees.

Pearce sent down a boundary bye—100 up.

Whitley drove R. Hancock to the rails,

blocked the ball a couple of times, and then two boundaries all in the same over (twelve runs).

Whitley cut Pearce to point, where he was caught out by H. Hancock—125 for six (Arthur 31).

H. R. Talbot faced the bowling.

THREE MEN OUT IN ONE OVER.

Dixon took on the bowling at the east, and found Hubbach's stamps with his first ball—125 for seven wickets (Hubbach, 19).

V. D. Parsons went to the wicket, and sent Dixon to mid-on for a single. Dixon with the next ball bowled Talbot—126 for eight (Talbot, 0).

Cochrane was the next man, and he was bowled (middle stump) with Dixon's first ball.

Louise applause; three men out in one over—126 for nine (Cochrane, 0).

D. T. Perkins (the last man) went in, and almost immediately afterwards the fifth ball rang.

Play was resumed with Pearce bowling to Perkins at the eastern wicket; he sent down a single.

A couple more were added.

Rees sent down a maiden to Airy.

Cochrane took a turn at the eastern end, and just lifted one of Pearce's balls off with his second ball—nine for 155. (Pearce, 9).

Bird was last man in, and he opened with a single to long on, and Airy scored another.

Rees bowled to Airy, who vacated his position, and was stumped by Hubbach.

STRAITS' SECON INNINGS.

R. Hancock and C. M. G. Burnie went in first for Hongkong, and had a good send off.

R. B. Rees (an Australian) was the first bowler to Hancock; and showed remarkably good form. One bye was scored in the first over.

R. Hancock cut the ball into the slips for four; which was followed by a couple of singles.

R. Hancock stole a run off Rees in the next over.

Burnie snicked Wyatt for a boundary, and then drove him to long off for another—ten was signalled.

Rees sent down a maiden to Burnie. It seemed that the players would make their runs off Wyatt, and be more careful with Rees.

A couple of singles were made in Wyatt's over, and Rees took over the bowling. Burnie drove him to square leg, where the fielders were thickest, for a run.

The fielding was very good, and received the approbation of the spectators.

Rees again set to work. R. Hancock cut him to square leg for a single; and Burnie straight drove him for a boundary.

Two singles were scored off Wyatt, but one, by Burnie, was a very flukey cut to point.

Burnie drove Rees to the curtain for four, and thirty was signalled.

A couple of singles were scored off Wyatt, but the batsmen could not do very much with him.

R. Hancock drove Rees to square leg, and was caught by Talbot—one for 34 (R. Hancock, 10).

Lieut. Heath replaced the Hongkong captain, to face Rees' dangerous deliveries.

The fielding, it may be again mentioned, was excellent, and Hongkong had the greatest difficulty in stealing runs.

Burnie drove Wyatt to the rails at square leg.

Rees sent down a couple of byes, which brought forty up on the board.

Rees was once more driven to the curtain by Burnie.

Wyatt bowled Burnie—two for fifty (Burnie, 32).

Dixon went in, and finished out Wyatt's over. Heath then drove Rees to leg for a single. Dixon snicked Rees to the boundary for four.

After a couple of singles, Heath drove Wyatt to mid-on for four—sixty up.

Dixon played a ball from Rees on to his wicket—three for 63 (Dixon, 5).

Lieut. Lumsden replaced Dixon, and was bowled out by Rees, first ball—four for 63. (Lumsden, 0).

H. Hancock was the next to face the bowling.

After Rees' over a few singles were scored off Wyatt, H. Hancock making one very flukey hit.

Heath drove Rees to the rails at mid-on, and then a single to long leg. H. Hancock seemed not quite at ease with Rees' bowling.

One run, by Heath, was scored in Wyatt's next over.

Rees sent down a bye to the boundary, and then another bye.

Harry Hancock gave Rees a return, but Rees, lifting one hand, failed to hold the ball. H. Hancock again hit straight and scored a single.

Wyatt again bowling at the eastern end, Heath first returned the ball on to the opposite wickets, and then drove it out of the field altogether, on the northern side.

Rees bowled H. Hancock in the second ball of the next over—five for 85 (H. Hancock, 1).

H. Arthur took his turn and cut Rees' to boundary through the slips. He scored another with a very flukey hit, which, luckily for Hongkong, was missed. Heath then drove Rees right into the parade ground for six, amid great applause.

Whitley relieved Wyatt at the eastern end, to be knocked about a good deal, especially by Arthur, who was applauded for a couple of good hits to mid-on. The century was signalled in this over.

Rees relieved Whitley at the pavilion end, and sent down a maiden to Rees.

Whitley drove R. Hancock straight for a boundary, and then was caught by Burnie,

square leg and one at the pavilion side. 110 was put up.

Arthur drove Whitley to right and left in the next over, when there was great applause—129 up.

Parsons again doing the trundling, Heath scored a single.

Arthur drove Whitley to long off for four, and Hongkong passed Singapore's score—130 was signalled. Arthur sent a sky ball off Whitley to the long on, which was caught by Talbot—132 for six (Arthur 31).

Pearce went in and scored a single to begin with. Then took a very pretty catch from Heath off Parsons—133 for seven (Heath, 43).

W. Daniel relieved Heath, and scored a single in Parsons' over. He was then caught in the slips by Whitley, off Parsons—135 for eight (Whitley, two).

H. R. Talbot faced the bowling.

THREE MEN OUT IN ONE OVER.

Dixon took on the bowling at the east, and found Hubbach's stamps with his first ball—125 for seven wickets (Hubbach, 19).

V. D. Parsons went to the wicket, and sent Dixon to mid-on for a single. Dixon with the next ball bowled Talbot—126 for eight (Talbot, 0).

M. H. Whitley relieved Rees.

Pearce sent down a boundary bye—100 up.

Whitley drove R. Hancock to the rails,

blocked the ball a couple of times, and then two boundaries all in the same over (twelve runs).

Whitley cut Pearce to point, where he was caught out by H. Hancock—125 for six (Arthur 31).

Pearce went in and scored a single.

Both players for a couple of overs did little more than block Parsons and Whitley.

Parsons sent down a maiden to Airy.

Pearce drove Whitley straight for a single, and then Airy snicked the same bowler into the slips for four—140 up.

Rees was again put on at the pavilion end.

Pearce gently placed him to leg for a single in a very pretty manner, and Airy cut him into the slips for a boundary, equally softly.

Pearce sent Whitley to point for a boundary.

A couple more were added.

Rees sent down a maiden to Airy.

Cochrane took a turn at the eastern end, and just lifted one of Pearce's balls off with his second ball—nine for 155. (Pearce, 9).

Bird was last man in, and he opened with a single to long leg, and Airy scored another.

Rees bowled to Airy, who vacated his position, and was stumped by Hubbach.

STRAITS' SECON INNINGS.

At 4.30 p.m. R. B. Rees and A. Stronach went in for Singapore. Dixon opened the bowling from the eastern end and Rees scored a single off his second ball. Lumsden took an over from the pavilion end, but the batsman treated him with caution and only succeeded in scoring one. Dixon's first ball in the second over was sent to the boundary by Rees, and although he continued to slog the fielding was too good to allow the ball to pass. Lumsden went on again, and took Stronach lbw. One wicket for six.

S. R. Hubbach took the willow with Rees, and from a tip to the slip made his first score, followed with a drive to the boundary. A glance off Lumsden's first ball by Hubbach secured another boundary.

From a ball from Dixon Rees sent one to the slips which nearly resulted in Hubbach being run out. He followed this up by sending the first from Lumsden to the boundary. Lumsden promptly retaliated by scattering Hubbach's wicket.

H. L. Talbot now partnered Rees. Dixon took the ball and Rees drove it to the boundary. Talbot, following with another drive of which he scored, and the next ball took his wicket. 31. 3. 2.

With three wickets down for 31 E. Bradbury took the bat, but was unfortunate enough to be caught by Arthur, from Dixon's bowling, before being taken down below. It is a rule when steamers come into port that lights are put out before the anchor is dropped.

By the Court—I saw the lamp lifted over the side, and it passed by me unlighted. I have seen lamps taken before. They were always extinguished before being taken down below. It is a rule when steamers come into port that lights are put out before the anchor is dropped.

Cross-examined: The chief officer gave us orders that we were to blow out lamps immediately on taking them up. This was a regular rule.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until unclaimed.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PRESS. Codes: A.B.C., 5th Ed. P.O. Box, 33. Telephone No. 12.

## NEW ADVERTISEMENTS

EOETHEN MARE LODGE, No. 264.

A REGULAR MEETING of the EOETHEN MARE LODGE will be held at the FREEMASONS' HALL, on THURSDAY, the 24th NOVEMBER, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 18th November, 1904. [2704]

THE HONGKONG AND KOWLOON WHARF AND GODOWN CO., LTD.

NOTICE IS HEREBY GIVEN that the Piano stored in the name of HUNG KEE under Godown Warrant 5427 on 8th January, 1900, at present in the custody of the above named Company, will be sold by PUBLIC AUCTION by Mr. GEO. P. LAMMERT at No. 3 Godown, West Point, on MONDAY, the 28th inst., at Noon, unless the same is previously taken delivery of and the charges due in respect thereof paid.

EDWARD OSBORNE,

Secretary.

Hongkong, 18th November, 1904. [2705]

LOST—DOG.

JAPANESE PUG (male). Five Months Old; White Face, Tail and Feet; Black Ears; Body Black and White. Disappeared from residence Morning of November 14th. FIFTY DOLLARS reward will be given and no questions asked if returned to—

Mrs. C. W. CLARK,

No. 5, Rapon Terrace,

Hongkong, 15th November, 1904. [2684]

ST. ANDREW'S BALL.

SCOTSMEN Desirous of SUBSCRIBING to the Forthcoming ST. ANDREW'S BALL, on 30th NOVEMBER, are requested to forward to the Undersigned their NAMES and ADDRESSES, and to State whether Married or Single.

DAVID WOOD,

Hon. Secretary.

Hongkong, 27th October, 1904. [2535]

DAVID CORSAIR & SON'S MERCHANT NAVY NAVY BOILED LONG FLAX RELIANCE CROWN TARPAILING ARNOLD, KARBERG & CO.

3486] Sols Agents

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELEY'S, SCHULTZ'S, AMBERITE and KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to SSSG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT &amp; CO.

Hongkong 26th November, 1904. 245

FOR SALE

FOR SALE.

A FIVE-ROOMED HOUSE at the Peak. Also, a finely situated Croquet Ground near to above. For particulars, apply to—

TURNER &amp; CO.

Hongkong, 22nd October, 1904. [2494]

FOR SALE.

A FIVE-ROOMED HOUSE at the Peak. Also, a finely situated Croquet Ground near to above. For particulars, apply to—

TURNER &amp; CO.

Hongkong, 22nd October, 1904. [2494]

FOR SALE.

A SMALL Lot of Fine Old JAPANESE INROS, LACQUER, and PORCELAIN.

LOCK HING,

Queen's Road Central.

Hongkong, 1st November, 1904. [2571]

FOR SALE.

TWO Fast Twin-Screw Steamers "CHU KONG". Length ... 142 feet. Breadth ... 23 feet. Draught ... 6 feet. Registered 286 tons. Built of Steel and Furnished with Electric Light.

"PAK KONG"

Long ... 160 feet. Breadth ... 22 feet. Draught ... 8 feet. Registered 300 tons. Built of Teak Wood.

For further particulars, apply to—

42, WING LOK STREET,

Hongkong.

Hongkong, 1st November, 1904. [2572]

FOR SALE.

THE Undersigned have for Sale on moderate terms 2 ENGINES and 8 BOILERS for man Old French Gunboat, in good working order, and fit for seagoing steamers. Intending purchasers will please arrange terms with the CHING HOP Shop, No. 182 Wing Lok Street, or the U WO TAI Shop, No. 110, Des Voeux Road West, or the CHOY LEE Shop, No. 33, Wing Wo Street, Hongkong.

THE TAI LEE COMPANY.

Hongkong, 31st October, 1904. [2580]

CHEAP SALE OF FURNITURE.

In consequence of Removal to New Premises, the undersigned offers his Stock of FURNITURE at considerably reduced prices. Inspection respectfully solicited.

LI KWONG LOONG,

No. 1, Wyndham Street,

Behind the Old Hongkong Club Building.

Hongkong, 15th November, 1904. [2683]

## INTIMATIONS

INTERPORT CRICKET CARNIVAL.

November 11th to November 21st, 1904.

A GRAND STAND will be erected at the South East Corner of the CRICKET GROUND, for the accommodation of the Public. A Refreshment Bar, Cold Tiffins, and Afternoon Tea will be provided.

Prices of Admission: Daily Tickets, 50 cents.

Season Tickets, \$3.00.

Season Tickets can be obtained at the Robinson Piano Company's Stores, Queen's Road.

WM. FARMER.

Hongkong, 10th November, 1904. [2649]

WANTED.

BY a Young Englishman, situation as OFFICE ASSISTANT, has experience in Shipping, Insurance, Import and Export.

Apply— X. Y. Z., Care of Daily Press Office, Hongkong, 9th November, 1904. [2640]

SITUATION WANTED.

A MIDDLE-AGED PORTUGUESE who has held the position of AGENT per pro. for a line of Steamers in a Coast Port for the last ten years, seeks a position of trust in this Colony. Is a thorough English scholar, has a fair knowledge of French, speaks Spanish and Cantonese fluently. Is open from 1st January, 1905.

Address— S. E. P., Care of Daily Press Office, Hongkong, 8th November, 1904. [2628]

WANTED.

A GROUND FLOOR OFFICE in Central Position.

Apply to— G. &amp; CO., Care of Daily Press Office, Hongkong, 14th November, 1904. [2674]

NOTICE.

ONE THOUSAND DOLLARS REWARD.

The above sum will be paid to any person who gives information leading to the arrest and conviction of the person or persons guilty of Stealing or Embazelling a Cheque for NINE THOUSAND DOLLARS made out in favour of Messrs. Jobsen and Company, and endorsed by them and sent to be paid into the Deutsche Asiatische Bank in this Colony on the 8th October, 1904, but which was unlawfully cashed and the proceeds stolen by some person or persons unknown.

F. J. BADELEY,

Capt. Supt. of Police, Hongkong, 16th November, 1904. [2694]

AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CAETRIDGES, ES.

FIRING 10 SHOTS in 2 SECONDS.

SIEMSSSEN &amp; CO.

Hongkong, 3rd October, 1900.

CARTRIDGES.

A. LING &amp; CO., FURNITURE STORE,

PLATED GLASS AND CROCKERY

WARE, &amp;c., &amp;c.; and FOOCHOW

LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903. [2367]

THE SWATOW GRASS CLOTH SILK,

and DRAWN THREAD WORK

DEPARTMENT.

Wholesale and retail quotations, particulars and samples, will be sent free on application to the above depot.

Swatow, 9th June, 1904. 2160

INSURANCES

THE WESTERN ASSURANCE COMPANY OF TORONTO AND LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned having been appointed

AGENTS for the above are prepared to accept risks at current rates.

ALEX. ROSS &amp; CO.

Hongkong 23rd April, 1904. 1121

L'UNION DE PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed

AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSSSEN &amp; CO.

Hongkong, 1st January, 1904. 105

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.

THE Undersigned, having been appointed

AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTEER, BROCKELMANN &amp; CO.

Agents.

Hongkong, 21st April, 1897. 9

NORTHERN ASSURANCE CO.

FIRE and LIFE.

ESTABLISHED 1836.

THE Undersigned are prepared to accept

First Class Foreign and Chinese RISKS

against FIRE at Current Rates.

Also to accept proposals for LIFE ASSURANCE.

TURNER &amp; CO., Agents.

Hongkong, 23rd September, 1903. [267]

ENGINES AND BOILERS FOR SALE

THE Undersigned have for Sale on moderate

terms 2 ENGINES and 8 BOILERS

for man Old French Gunboat, in good working

order, and fit for seagoing steamers.

Intending purchasers will please arrange terms with the

CHING HOP Shop, No. 182 Wing Lok Street,

or the U WO TAI Shop, No. 110, Des Voeux

Road West, or the CHOY LEE Shop, No. 33,

Wing Wo Street, Hongkong.

THE TAI LEE COMPANY.

Hongkong, 31st October, 1904. [2580]

CHEAP SALE OF FURNITURE.

In consequence of Removal to New Premises,

the undersigned offers his Stock of

FURNITURE at considerably reduced prices.

Inspection respectfully solicited.

LI KWONG LOONG,

No. 1, Wyndham Street,

Behind the Old Hongkong Club Building.

Hongkong, 15th November, 1904. [2683]

## ENTERTAINMENTS

HONGKONG AMATEUR DRAMATIC CLUB.

THEATRE ROYAL.

THE COMEDY OPERA ENTITLED

"DOROTHY"

IN THREE ACTS

Will be Produced on the following dates:

TO-MORROW

(SATURDAY), 19TH NOVEMBER, 1904.

TUESDAY, 23RD

WEDNESDAY, 24TH

THURSDAY, 25TH

SATURDAY, 26TH

MONDAY, 28TH

9 P.M.

Doors Open at 8.30 P.M., Curtain Rises at

9 P.M.

The Booking Office (at the Robinson Piano Co.) will be Opened to GUARANTORS ONLY

on 3rd November, and to the General Public

## HONGKONG BUSINESS DIRECTORY.

### BOOKBINDING.

"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen. Equal to Home  
work.

### JEWELLERS

MAISON LEVY HERMANOS  
Diamond Merchants and Watchmakers, 40  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Iloilo

### PHOTOGRAPHER

M. MUMEYA, JAPANESE ARTIST.  
Bromide and Crayon Engravings and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 8A, Queen's  
Road Central.

### PRINTING.

"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

### STOREKEEPERS:

BISMARCK & CO.,  
Navy Contractors, Ship Chandlers,  
Provision and Coal Merchants, Sail-  
makers, &c. Fresh Water supplied to  
Vessels in the Harbour.

KWONG-SANG & CO.,  
Shipchandlers, Sailmakers, Provisioners  
Coal Merchants, Hardware, Engineers  
Tools, Metal, Iron and Steel Merchants  
144, Des Voeux Road.

AMOY ENGINEERING CO., LTD. AMOY  
CALL FLAG E.

REPAIR WORK to Steamers and  
Launches. Castings in Brass and Iron.  
Moderate charges. Work solicited.  
J. D. EDWARDS,  
Manager.  
Amoy, 3rd December, 1904.

### 51

### NOT RESPONSIBLE FOR DEBTS

NEITHER the CAPTAIN, the AGENTS nor  
the OWNERS will be RESPONSIBLE  
for any DEBT contracted by the Officers or  
the Crew of the following Vessels during the  
stay in Hongkong Harbour.

KIEKLE, British str., W. J. Dermody—  
Dodwell & Co. Ltd.  
SHEIKH, British str., Jones—Dodwell & Co.  
Ld.

### REGISTRATION

OF  
TRADE MARKS IN CHINA.

### COPY OF THE EXPERIMENTAL REGULATIONS

may be obtained at the Daily Press Office.  
Price 25 cents each. Cash with order.  
Hongkong, 6th October, 1904.

### FOR EUROPE AND AMERICA, INDIA, AUSTRALIA, &c., and for PRIVATE RESIDENTS AT THE OUTPORTS.

### A COMPREHENSIVE AND COMPLETE RECORD OF THE

### NEWS OF THE FAR EAST

### is given in the HONGKONG WEEKLY PRESS, with which is incorporated

### "THE CHINA OVERLAND TRADE REPORT"

### subscription, if paid in advance, \$12 per annum.

### Postage to any part of the World \$2.

ON SALE.

MAP OF THE SIKIANG or WEST  
RIVER

From HONGKONG to WUCHOWFU,  
Showing the Ports and Calling Places

Opened to Foreign Trade, 1897.

Published, at Daily Press Office.

Price 25 Cents, Cash.

Hongkong, 1st April, 1897.

TAKASHIMA COAL.

New and additional shafts at the Takashima

Colliery have been completed and this well-

known best and most economical steam Coal in

the EAST is now produced in abundance and

can be supplied in any quantity.

Hongkong, 26th April, 1904.

[11]

## THE CIGARETTES OF THE FUTURE.

ONCE SMOKED ALWAYS SMOKED.

### E. D. PROTOPAPAS & CO.

ALEXANDRIA & CAIRO, EGYPT.

### FINEST EGYPTIAN CIGARETTES.

TRADE MARK.

### LOTUS,

Large Size \$5.00 per 100

Gold Tipper Medium Size

\$3.75 per 100

ZAFAR,

Large Size \$4.60 per 100

Medium Size \$4.20

KARIM,

Large Size \$3.75 per 100

Medium Size \$3.50

TAHABIT,

Large Size \$3.00 per 100

Medium \$2.75 per 100



SOLE AGENTS FOR HONGKONG.

### KRUSE & CO., CONNAUGHT HOUSE.

### ARNHOLD. KARBERG & CO.

### LARGE STOCK

OF

### LIGHT

### RAILWAY

### MATERIAL

Hongkong, 1st October, 1904.

333

### TO LET

#### TO LET.

WOODLANDS VILLAS, West, 25,  
Seymour Road. Immediate possession.  
Apply to—

E. A. S.  
Care of Daily Press Office,  
Hongkong, 12th November, 1904. [2666]

#### TO LET.

FINE LARGE STORE, in Queen's Road  
Central (Best Part).  
Apply—

X.  
Care of Daily Press Office,  
Hongkong, 6th September, 1904. [2161]

#### TO LET.

NO. 1, RIPPON TERRACE (in FLATS),  
A HOUSE in WONG-NEI-CHONG  
ROAD, facing Hace-course.

FLATS in MORTON TERRACE, facing the  
Polo Ground.

OFFICES in course of erection, CONNAUGHT  
ROAD (near BLAKE'S FIRE),  
GODDONS; PRAYA EAST.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 29th June, 1904. [175]

#### TO LET.

3RD FLOOR, suitable for Office.  
Apply to—

WING CHEONG,  
35, Queen's Road Central.  
Hongkong, 3rd June, 1904. [74]

#### TO LET.

NO. 16, HOLLYWOOD ROAD (8 Rooms)  
(with Kitchens, Bathrooms, and Servants'  
quarters).

Apply to—  
H. M. S. H. ESMAIL,  
4, Hollywood Road.  
Hongkong, 16th August, 1904. [199]

#### TO LET.

THREE FIRST-CLASS SHOPS,  
European Style, in Kowloon. Possession  
on or about 31st August, 1905. Moderate  
Rentals.

Apply to—  
HUMPHREYS' ESTATE &  
FINANCE CO., LTD.  
Hongkong, 21st June, 1904. [2350]

#### TO LET.

NOS. 17, 19 & 21, SEYMOUR ROAD.  
Nos. 6, CASTLE ROAD.

Apply to—  
COMPRODOR DEPARTMENT,  
Nippon Yussa Kaisha.  
Hongkong, 17th September, 1904. [430]

#### TO LET.

HONGKONG CLUB.

Apply to—  
A SUITE of TWO ROOMS, on the  
Ground Floor of the Annex, suitable for  
Offices. For particulars apply to the undersigned.

C. H. GRACE,  
Secretary.  
Hongkong, 4th June, 1904. [1417]

#### TO LET.

TWO ROOMS, on the First Floor of  
Alexandra Building.

Apply to—  
SECRETARY,  
A. S. Watson & Co., Limited.  
Hongkong, 17th June, 1904. [1515]

#### TO LET.

FURNISHED ROOM, with Board, from  
date; Tennis Court attached; near Kow-  
loon Ferry, Kowloon.

Apply to—  
C. L.  
Care of Daily Press Office.  
Hongkong, 5th October, 1904. [2375]

#### TO LET.

BANGOUR (PEAK).

THE EYRIE (PEAK).  
ONE HOUSE on the LOWER TERRACE  
of BELLIOS TERRACE.

BELLIOS TERRACE, Nos. 11 & 13.  
BEACONSFIELD ARCADE, No. 14.  
1st Floor.

ONE SHOP in BEACONSFIELD AR-  
CADE.

Apply to—  
LINSTEAD & DAVIS.  
Hongkong, 3rd October, 1904. [2363]

#### TO LET.

EUROPEAN HOUSE, No. 158, Praya  
East, Four Rooms and Kitchen, Ser-  
vants' Quarters, Bathrooms, Hot and Cold  
Water. Good Sea View.

Apply to—  
JARDINE, MATHESON & CO.,  
Hongkong, 8th August, 1904. [1177]

#### TO LET.

A LARGE OFFICE on Ground Floor, of  
No. 2, Wyndham Street. Possession  
1st August, 1904.

Apply to—  
THE SECRETARY,  
The Bowling Club Ltd.  
Hongkong, 14th July, 1904. [1710]

#### TO LET.

TWO FRONT ROOMS on the 1st Floor  
of Victoria Buildings (No. 5, Queen's  
Road Central), suitable for Offices.

Apply to—  
DAVID SASSOON & CO., LTD.  
Hongkong, 16th November, 1904. [2695]

#### TO LET.

FOUR IMPERIAL QUARTO, Price \$20.

A LARGE REDUCTION in PRICE is made  
to Purchasers of SIX or more Copies.

HONGKONG  
DAILY PRESS Office, 14, Des Voeux  
Road Central.

### TO LET

#### TO LET

NO. 1, STEWART TERRACE, the Peak.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT AND AGENCY CO., LTD.  
Hongkong, 28th March, 1904. [2665]

### HIRANO WATER.

THE QUEEN OF TABLE WATERS.  
PURE, SPARKLING, INVIGORATING.

THE LEADING MINERAL WATER OF THE EAST  
Bottled in Japan by H. E. REYNELL & CO.

### THE SIZE AND CAPABILITIES OF JAPAN.

Mr. F. M. Jonas wrote to the *Globe* last month as follows: "I have just returned from Japan, in which country I have been resident for many years—over thirty. During the few days I have been here, I have continually been asked the question: 'Can Japan find the men and money to continue the gigantic struggle she is now engaged in?' And I am sorry to say that many of my questioners showed a woeful ignorance both as to the size and capabilities of that country. Japan's population is really larger than that of France, the last census showing for Japan in 1903 38,961,000. Not only, therefore, is the population larger, but it is also a rapidly-increasing one; so that there is no doubt that Japan can continue to put as many men in the field as she requires. Count Okuma's (who is one of the ablest of the elder statesmen) estimate of the cost of two years' war is a high one, but it is wiser to over-estimate than to under-estimate at this period. But even supposing that the cost will be as high as the estimate, it does not by any means follow that this enormous sum of money will be lost to Japan. This is the amount that the Japanese Government expect to spend, but the bulk of it will remain in the country. Japan manufactures all her field guns and their equipments, rifles and small arms, accoutrements, saddles, boots, clothing, blankets, &c. All ammunition is made at home, and many of the ingredients are found in the country—such as camphor, sulphur, &c. Larut coolies run away in hundreds, and begin to work in smaller kengs in Kinta under new towkays, at first under very similar conditions to Larut, but, as roads and bridle-tracks were opened up and facilities for abounding became greater, under such easier circumstances than before. At this time Schultz was appointed Protector of Chinese, and mainly in the interests of the Larut towkays the re-irrigation system was introduced. It was in imitation of the French 'lyret' system, which has been tried with the result that to-day I am a sound, healthy man, I had not taken the Syrup long before the kidney trouble began to abate. Indeed the medicine seemed to cure me whole system not only entirely eradicating my complaint but invigorating me generally. I never miss an opportunity of recommending it."

"Then came the opening up of Kinta. The Larut coolies ran away in hundreds, and began to work in smaller kengs in Kinta under new towkays, at first under very similar conditions to Larut, but, as roads and bridle-tracks were opened up and facilities for abounding became greater, under such easier circumstances than before. At this time Schultz was appointed Protector of Chinese, and mainly in the interests of the Larut towkays the re-irrigation system was

## SHIPPING.

## ARRIVALS.

AMERICA MARU, Jap. str., 3,437, Erne t Bent, 17th Nov.—San Francisco 19th Oct. and Shanghai 15th Nov. Mails and General—Toyo Kisen Kaisha.  
AN PHO, British str., 966, John Kynoch, 17th November—Saigon 12th Nov. Rice and Meal—Chinese.  
CHUSAN, British str., 2,852, H. W. Kenrick, R.N.R., 7th Nov.—Yokohama and Shanghai 15th Nov., Mails and General—P. & O. S. N. Co.  
FRITHJOF, Norwegian str., 891, Haraldsen, 11th November—Tamsui via Amoy and Swatow 13th Nov.—General—Osaka Shosen Kaisha.  
HELENA, U.S. gunboat, 1,390, P. E. Sawyer, 17th November—from Canton.  
NINGPO, British str., 1,228, Eddy, 17th Nov.—Wuhs and Chinkiang 12th November—General—Butterfield & Swire.  
TAWAN, British str., 1,109, H. Harder, 17th November—Canton 16th Nov. General—Butterfield & Swire.  
WATERWICH, British surveying ship, 630, Comdr. E. C. Hardy, 17th Nov.—Shantung Promontory 8th Nov.

CLEARANCES  
AT THE HARBOUR MASTER'S OFFICE.

17th November.  
Devacong, German str., for Hoibow.  
Hainan, British str., for Swatow.  
Wongki, German str., for Bangkok.

## DEPARTURES.

17th November.  
ARDENKARD, British str., for Moji.  
ASCOT, British str., for Kobe.  
CRUSADER, British str., for Moji.  
KISHI, British str., for Shanghai.  
NINGPO, British str., for Canton.  
SIMOON, British str., for Calcutta.  
TSINAN, British str., for Australia.

## VESSELS IN DOCK.

16th November.  
ABERDEEN DOCKS—Arabia.  
KOWLOON DOCKS—Lithia, U.S.S. Fathomer.  
Argo, U.S.S. Rainbow, Haikou, Hanoi.  
COSMOPOLITAN DOCK—

## VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND FOOCHOW.

**T**HE Company's Steamship  
"HAIMUN," will be despatched for the above ports TUESDAY, the 18th inst., at 9 A.M. For Freight or Passage, apply to DOUGLAS LAIRAK & CO., General Managers, Hongkong, 16th November, 1904. [2899]

## NIPPON YUSEN KAISHA.

FOR MARSEILLES AND LONDON, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.  
**T**HE China Mutual Steamship

## "KAISOW."

Captain Torrible, will be despatched as above, TO-MORROW, the 19th inst., at DAYLIGHT. For Freight, apply to A. S. MIHARA, Agent, Hongkong, 11th November, 1904. [2600]

## "BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.  
**T**HE Steamship  
"BENALDEE," Captain McIntosh, will be despatched as above on or about the 19th inst.

## "GIEB LIVINGSTON &amp; CO., Agents.

Hongkong, 22nd October, 1904. [2499]

## FOR SINGAPORE, PENANG AND CALCUTTA.

**T**HE Steamship  
"CATHERINE APCAR," Captain A. Stewart, will be despatched for the above ports on TUESDAY, the 22nd inst., at 3 P.M.

## For Freight or Passage, apply to DAVID SASCOON &amp; CO., LTD., Agents.

Hongkong, 15th November, 1904. [2890]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.  
**T**HE Company's Steamship

## "GISELA."

Captain Damianovich, will leave for the above places on TUESDAY, the 22nd inst., P.M. For Freight or Passage, apply to SANDER, WIELER & CO., Agents.

## Princes' Buildings.

Hongkong, 15th November, 1904. [3]

## NORDDEUTSCHER LLOYD, BREMEN, IMPERIAL GERMAN MAIL LINE, JAPAN—CHINA—AUSTRALIA.

FOR KOBE AND YOKOHAMA.  
**T**HE Steamship

## "PRINZ SIGISMUND."

Captain D. Lenz, will leave for the above places on or about TUESDAY, the 22nd inst.

## NORDDEUTSCHER LLOYD.

MELCHERS & CO., Agents.

## Hongkong, 12th November, 1904. [2671]

## NOTICE TO SHIPPERS.

**T**HE NIPPON YUSEN KAISHA are prepared during suspension of the Trans-Pacific Service and until further notice to book cargo and issue Bills of Lading to

SEATTLE, WASH., VICTORIA, B.C., and PACIFIC COAST PORTS, also to OVERLAND POINTS in the UNITED STATES and CANADA in connection with the GREAT NORTHERN RAILWAY from SEATTLE as hitherto, by the steamer of the NORTHERN PACIFIC S.S. CO., BOSTON STEAMSHIP and TOWBOAT CO.'S, OCEAN S.S. CO., and CHINA MUTUAL S.N. CO.

For Further Particulars, apply at the Company's Local Branch Office in Princes' Building, First Floor, Chater Road.

A. S. MIHARA,

Manager.

Hongkong, 20th May, 1904. [2265]

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorages of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island, Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, mid way between Hongkong and Kowloon M, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

## 1. From Green Island to the Harbour Master's.

## SECTIONS.

## 2. From Harbour Master's to Blake Pier.

## 3. From Blake Pier to Naval Yard.

## 4. From Naval Yard to East Point.

## TO BE DESPATCHED

## TO-morrow, at Noon.

## About 10th inst.

## On 22nd inst.

## On 6th Dec.

## On 20th Dec.

## To-morrow, at Daylight.

## On 23rd inst., at Noon.

## On 29th inst.

## On 13th Dec.

## On 27th Dec.

## On 11th Jan.

## On 25th inst., P.M.

## On 22nd inst.

## On 20th Dec.

## About 23rd inst.

## About 30th inst.

## About 1st Dec.

## About 30th Dec.

## On 14th Dec.

## On 29th Dec.

## On 30th inst.

## On 10th Jan.

## On 22nd inst., at Daylight.

## On 9th Dec.

## On 21st inst.

## About 27th inst.

## On 22nd inst.

## On 23rd inst.

## To-day.

## To-morrow.

## About 18th inst.

## On 22nd inst., at 4 P.M.

## On 22nd inst., P.M.

## To-morrow, at 10 A.M.

## On 23rd inst., at Daylight.

## On 20th inst., at Daylight.

## On 27th inst., at Daylight.

## To-day, at 9 A.M.

## On 20th inst., at Daylight.

## On 22nd inst.

## To-day, at 4 P.M.

## On 22nd inst.

## On 28th inst., at 10 A.M.

## About 2nd Jan.

## On 22nd inst.

## On 24th inst., at Daylight.

## To-morrow, at Noon.

## On 22nd inst., at 3 P.M.

## VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

P. I. MOUTH AND LONDON. THROUGH HILLS OF LADING ISSUED FOR BATAVIA, PEKING, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

**T**HE Steamship

"CHUSAN,"

Captain H. W. Kenrick, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 19th instant, at NOON, taking passengers and cargo for the above ports in connection with the Company's s.s. "Macedonia," 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Marmora," due in London on the 1st January, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 7th November, 1904. [1]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

Fiume and Trieste (DIRECT). Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KABACHI, ADEN, SUEZ and PORT SAID. Taking cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.

**T**HE Company's Steamship

"MARIA VALERIE"

Captain Berberovich, will be despatched as above on FRIDAY, the 25th inst., P.M.

For information as to Passage and Freight, apply to SANDER, WIELER & CO., Agents.

Princes' Buildings.

Hongkong, 2nd November, 1904. [3]

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL. PROPOSED SAILINGS FROM HONGKONG. 1904. Abot ST. HUGO ... 30th Nov. SHIMOSA ... 18th Dec.

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

Hongkong, 9th August, 1904. [877]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

**T**HE Steamship

"BREIS-IZEL"

will be despatched as above on or about the 1st December, 1904.

For Freight & further information, apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department.

Hongkong, 4th November, 1904. [2603]

AMERICAN ASIATIC STEAMSHIP COMPANY.

PROPOSED SAILINGS.

About S. CLAVERDALE

... 30th Dec. 1904. S. RAS ISSA ... 20th Jan. 1905.

For freight and further information apply to SHEWAN, TOMES & CO., General Agents.

Hongkong, 8th November, 1904. [2634]

HONGKONG-MACAO LINE.

S. S. "WING CHAI," Captain T. Austin, B.N.E.

THIS Steamer departs from Hongkong, on Week Days at 8 A.M.; and on Sundays, at 8.30 A.M.; Departs from Macao on Week Days about 2.30 P.M. and on Sundays at 5.30 P.M.

FARES—(week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.

Every Sunday will be on Excursion, at the following rates:

1st and 2nd Class, Single Ticket \$1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents, Steerage 10 cents.

Tiffin and Dinner can be supplied either on-board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2.

On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged \$3 extra.

**OCEAN STEAM SHIP CO., LTD.**  
AND  
**CHINA MUTUAL STEAM  
NAVIGATION CO., LTD.**  
**JOINT SERVICES.**

**TONIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.**

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,  
AND SUMATRA PORTS.

**OUTWARDS.**

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"NINGCHOW"	On 18th November.
GLASGOW and LIVERPOOL	"KEEMUN"	On 28th November.
GLASGOW and LIVERPOOL	"MOYUNE"	On 9th December.
GLASGOW and LIVERPOOL	"HECTOR"	On 14th December.
GLASGOW and LIVERPOOL	"SOBRALIESE"	On 17th December.
GLASGOW and LIVERPOOL	"HYSON"	On 26th December.

**HOMewardS.**

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM and ANTWERP	"JASON"	On 22nd November.
GENOA, MARSEILLES and LIVERPOOL	"AGAMEMNON"	On 22nd November.
AMSTERDAM, LONDON and ANTWERP	"TELEMACHUS"	On 6th December.
AMSTERDAM, LONDON and ANTWERP	"DIOMED"	On 20th December.
GENOA, MARSEILLES and LIVERPOOL	"DARDANUS"	On 20th December.

\* Taking cargo for Liverpool at London rates.

**TRANS-PACIFIC SERVICE.**

FOR	STEAMERS	TO SAIL
VICTORIA, SEATELL, TACOMA, and PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA	"KEEMUN"	On 30th November.
For Freight, apply to—	BUTTERFIELD & SWIRE, AGENTS.	

Hongkong, 29th October, 1904.

**SOUTH AFRICAN LINE OF STEAMERS.**

HONGKONG DIRECT, OR VIA CHEFOO OR CHIN-WAN-TAO, TO DURBAN, NATAL.

The following chartered steamers will run at intervals of about 3 weeks—

S.S. "SWANLEY"	Captain J. P. Dawson.
S.S. "COURTFIELD"	Captain J. W. Martin.
S.S. "CRANLEY"	Captain W. E. Steele.
S.S. "IKBAL"	Captain A. Jennings.
S.S. "ASCOT"	Captain C. E. Cox.
S.S. "LOTHIAN"	Captain J. C. Williamson.
S.S. "INKUM"	Captain E. S. Pearce.
S.S. "SIKH"	Captain J. Rowley.
S.S. "SOFALA"	Captain G. A. Shepherd.
S.S. "INDRASHAMA"	Captain R. P. Craven.
S.S. "INDRAVELLI"	Captain H. G. Porter.

The S.S. "LOTHIAN" will be despatched for Durban via Chia-Wan-Tao on MONDAY, 21st inst.

For Freight, apply to

**GIRB, LIVINGSTON & CO., AGENTS.**

Hongkong, 19th November, 1904.

**STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.**

**THE Steamship**

"KENNEBEC"

will be despatched as above on or about the 23rd inst., instead of as previously advertised.

For Freight or further information, apply to

**STANDARD OIL COMPANY OF NEW YORK,**  
Ortental Freight Department.

Hongkong, 14th October, 1904. [2430]

**NATAL LINE OF STEAMERS.**

**THE Undersigned GENERAL AGENTS** in CHINA AND JAPAN for the above Line are prepared to issue **THROUGH BILLS OF LADING** for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STATE NAVIGATION CO., forthcoming service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to

**DODWELL & CO., LIMITED,**  
General Agents for China and Japan.

Hongkong, 4th August, 1904.

FOR CANTON.

**THE new and fast Twin-Screw Steamer**

"SAN CHEUNG."

951 Tons, Captain J. McGinty, will leave for Canton at 9 P.M. on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, electric light, and perfect cuisine. Wharf at Hongkong near Harbour Office.

First-class Fare, \$3 each way. Second-class, \$1.50 each way. Meals, \$1 each. Cargo Freight very moderate.

**CHEUNG ON STEAMBOAT CO., LTD**  
No. 147, Connaught Road Central.

Hongkong, 15th March, 1904. [2]

**NOTICES TO CONSIGNEES**

**OCEAN STEAMSHIP COMPANY, LIMITED,**

AND **CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.**

**CONSIGNEES per Company's Steamer**

"DIOMED."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., where in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 13th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 18th inst.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 18th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 21st inst., or they will not be recognized.

No Fire Insurance has been effected.

**BUTTERFIELD & SWIRE,**  
Agents.

Hongkong, 11th November, 1904. [10-11]

**STEAMSHIP "TOURANE," COMPAGNIE DES MESSAGERIES MARITIMES.**

**NOTICE**

**CONSIGNEES of Cargo from London ex s.s. "Cordouan" and "Crinée," from Havre ex s.s. "Cordouan," in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.**

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, To-DAY, the 10th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 22nd November, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd November, or they will not be recognized.

All damaged packages will be examined on the 22nd November, at 3 P.M.

No Fire Insurance has been effected.

**L. BEUDOU,**  
Acting Agent.

Hongkong, 15th November, 1904. [2]

**AMERICAN ASIATIC STEAMSHIP COMPANY.**

**NOTICE TO CONSIGNEES.**

**FROM NEW YORK VIA SUEZ CANAL THE Steamship**

"KISH."

Captain E. Robertson, having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Wanchai Storage Company at Wanchai, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

**SHEWAN, TOME & CO.,**  
General Agents.

Hongkong, 14th November, 1904. [262]

**PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.**

**DESTINATIONS. SAILING DATE.**

**SECOVIA** ..... HAVRE and HAMBURG ..... On 29th Nov. Freight.

Capt. Schoenfeld (Calling at Singapore, Penang and Colombo)

**SENGBAMBIA** ..... HAVRE and HAMBURG ..... On 13th Dec. Freight.

Capt. Jabung (Calling at Singapore, Penang and Colombo)

**ARMENIA** ..... HAVRE and HAMBURG ..... On 27th Dec. Freight.

Capt. Forst (Calling at Singapore, Penang and Colombo)

**C. PERD. LAEBISZ** ..... HAVRE and HAMBURG ..... On 11th Jan. Freight.

Capt. von Hoff (Calling at Singapore, Penang and Colombo)

For Further Particulars, apply to

**HAMBURG-AMERIKA LINIE,  
OSTASIATISCHER FRACHTDAMPFER-DIENST.**

Taking cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, POETS, NORTH AND SOUTH AMERICAN PORTS.

**PROPOSED SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.**

**DESTINATIONS. SAILING DATE.**

**SECOVIA** ..... HAVRE and HAMBURG ..... On 29th Nov. Freight.

Capt. Schoenfeld (Calling at Singapore, Penang and Colombo)

**SENGBAMBIA** ..... HAVRE and HAMBURG ..... On 13th Dec. Freight.

Capt. Jabung (Calling at Singapore, Penang and Colombo)

**ARMENIA** ..... HAVRE and HAMBURG ..... On 27th Dec. Freight.

Capt. Forst (Calling at Singapore, Penang and Colombo)

**C. PERD. LAEBISZ** ..... HAVRE and HAMBURG ..... On 11th Jan. Freight.

Capt. von Hoff (Calling at Singapore, Penang and Colombo)

For Further Particulars, apply to

**JARDINE, MATHESON & CO.,**

GENERAL MANAGERS.

Hongkong, 18th November, 1904.

(Projected sailings from Hongkong subject to alteration.)

FOR STEAMERS TO SAIL

"LOONGSANG" ... Fri. 18th Nov., 4 P.M.

SINGAPORE and SOURABAYA ..... Sat. 19th Nov., Noon.

SWATOW and SHANGHAI ..... Sun. 20th Nov., D'light.

KUDAH and SANDAKAN ..... "MAUSANG" ..... Thurs. 22nd Nov., D'light.

SHANGHAI ..... "CHOYSANG" ..... Tues. 22nd Nov., 4 P.M.

\* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

\* Taking cargo on Through Bills of Lading to Chefoo, Tientsin and Yangtze Ports.

For Freight or Passage, apply to

**JARDINE, MATHESON & CO.,**

GENERAL MANAGERS.

Hongkong, 18th November, 1904.

## POST OFFICE NOTICES.

## CHRISTMAS AND NEW YEAR'S PARCELS.

Parcels posted before 3 p.m., to-day are due in London on Christmas morning. With an additional fee of 60 cents, parcels may be sent via Brindisi, and if posted before 3 p.m. this afternoon would accompany the letter mail, which is due in London on the 19th of December. Parcels intended for New Year's delivery should also be forwarded by this afternoon's mail, as the Parcel mail per se. Sinda, which leaves here on the 3rd of December is not due in London till the 8th of January via Gibraltar, and the 2nd of January via Brindisi. The rates of postage on ordinary parcels are as follows:—

For a parcel not exceeding 3 lbs. in weight ..... 60 cents.

" " 7 lbs. ..... \$1.20.

" " 11 lbs. ..... \$1.80.

All parcels containing jewellery or any article of gold or silver must be insured, all insured parcels must be sealed. The seals must bear the impression of a device or private mark. Coins must not be used for sealing purposes.

THE PUBLIC ARE EARNESTLY REQUESTED TO POST THEIR PARCELS AS EARLY AS POSSIBLE BEFORE 3 P.M. TO-DAY.

The Nubia, with the English mail of the 21st ult., left Singapore on Sunday, the 13th inst., at 10 a.m., and may be expected here on or about Saturday the 18th inst. This packet brings replies to letters despatched from Hongkong on the 26th September.

## MAILS WILL CLOSE

FOR	PER	DATE.
Macao		
Wingchau	Friday,	18th, 2.30 A.M.
Kinshau	Friday,	18th, 7.30 A.M.
Hainan	Friday,	18th, 8.45 A.M.
Heungshan	Friday,	18th, 1.45 P.M.
Mefoo	Friday,	18th, 3.00 P.M.
Looeung	Friday,	18th, 3.00 P.M.
Taiwan	Friday,	18th, 3.00 P.M.
Falshan	Friday,	18th, 5.00 P.M.
Saui	Friday,	18th, 5.00 P.M.
Taichau	Friday,	18th, 5.00 P.M.
Hoiyu	Friday,	18th, 5.00 P.M.
Hankow	Saturday,	19th, 7.30 A.M.
Wingchau	Saturday,	19th, 7.30 A.M.
Rubi	Saturday,	19th, 9.00 A.M.
Fausang	Saturday,	19th, 10.00 A.M.
Mongolia	Printed Matter and Samples	9.45 A.M.
Chusan	Saturday, 19th, Printed Matter and Samples	10.00 A.M.
Chusan	Registration... 10.00 A.M.	(Supplementary mail on board up to the time fixed for departure of the mail.)
Europe, &c., India via Tuticorin	Extra Postage 10 cents)	(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
Europe, &c., India via Tuticorin	(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)
Macao		
Shanghai		
Shanghai		
Swatow and Shanghai		
Amoy, Swatow, Singapore and Penang		
Swallow and Bangkok		
Nantao		
Sanbu		
Macao		
Amoy and Manila		
Singapore and Sourabaya		
SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA, HONOLUO and SAN FRANCISCO		(Supplementary mail on board up to the time fixed for departure of the mail.)
Europe, &c., India via Tuticorin	Extra Postage 10 cents)	(Extra Postage 10 cents)
Europe, &c., India via Tuticorin	(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)
Kobe		
Kudat and Sandakan		
Manila		
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth		
Harmston's Circus, Cawseway Bay, 9 p.m.		
TO-MORROW.		
Sale, Japanese Curios, Sales Rooms, Mr. Geo. P. Lammett, 2.30 p.m.		
Sale, Japanese Curios, Sales Rooms, Mr. Geo. P. Lammett, 2.30 p.m.		
Harmston's Circus, Cawseway Bay, 3 p.m. and 9 p.m.		
Hongkong Amateur Dramatic Club, Theatre Royal, City Hall, 9 p.m.		

## COMMERCIAL.

## CLOSING QUOTATIONS.

17th November.

ON LONDON.— Telegraphic Transfer ..... 110<sup>1/2</sup>

Bank Bills, on demand ..... 110<sup>1/2</sup>

Bank Bills, at 30 days sight ..... 110<sup>1/2</sup>

Bank Bills, at 4 months' sight ..... 110<sup>1/2</sup>

Credits, at 4 months' sight ..... 110<sup>1/2</sup>

Documentary Bills, 4 months' sight/11<sup>1/2</sup>

ON PARIS.— Bank Bills, on demand ..... 236

Credits, at 4 months' sight ..... 239<sup>1/2</sup>

ON GERMANY.— On demand ..... 191<sup>1/2</sup>

ON NEW YORK.— Bank Bills, on demand ..... 45<sup>1/2</sup>

Banks, 60 days' sight ..... 46<sup>1/2</sup>

ON BORNEO.— Telegraphic Transfer ..... 139<sup>1/2</sup>

Bank, on demand ..... 139<sup>1/2</sup>

ON CALCUTTA.— Telegraphic Transfer ..... 139<sup>1/2</sup>

Bank, on demand ..... 139<sup>1/2</sup>

ON SHANGHAI.— Bank, at sight ..... 71<sup>1/2</sup>

Private, 30 days' sight ..... 72<sup>1/2</sup>

ON YOKOHAMA.— On demand ..... 92<sup>1/2</sup>

ON MANILA.— On demand—Pesos—90<sup>1/2</sup>

ON SINGAPORE.— On demand ..... 4 p.c. pm.

ON BATAVIA.— On demand ..... 113<sup>1/2</sup>

ON HAMPHORN.— On demand ..... 14 p.c. pm.

ON SAIGON.— On demand ..... 1.5 c.p.m.

ON BANGKOK.— On demand ..... 62

SOVEREIGN'S, Bank's Buying Rate ..... \$10.55

GOLD LEAF, 100 fine, per tael ..... \$5.70

BAR SILVER, per oz ..... 26<sup>1/2</sup>

## OPIUM.

15th November.

Quotations are— Allow'd net to 1 catty.

Malwa Nov ..... \$1120 to \$1160 per picul

Malwa Old ..... \$1220 to \$1250

Malwa Older ..... \$1270 to \$1300

Malwa V. Old ..... \$1340 to \$1390

Persian fine quality ..... \$350 to —

Persian extra fine ..... \$385 to —

Patau Nov ..... \$1132 to — per chest.

Patau Old ..... \$ — to —

Borneos Nov ..... \$1132 to —

Borneos Old ..... \$ — to —

## VESSELS EXPECTED.

## THE ENGLISH MAIL.

The P. & O. steamer *Natalia* left Singapore for this port on the 13th Nov. at 10 p.m., and is due here to-morrow at about noon.

## THE AMERICAN MAIL.

The P. M. steamer *China*, from San Francisco to the 25th Oct. via Honolulu left Yokohama for this port on the 13th Nov. via Kobe, &c., due here on or about the 22nd Nov.

## JOINT STOCK SHARES.

Hongkong, 17th November.

COMPANY.	PAID UP	QUOTATIONS.
Banks—		
Hongkong & Sh'hai	\$125	\$705, buyers £1,000, £70.
Natl. Bank of China A. Shares	25	\$89, buyers
B. Shares	25	\$89, buyers
Foum. Shares	25	\$10, buyers
Insurance—		
Union	\$100	\$644, buyers
China Traders	\$25	\$631, sales
North Chin.	25	Tls. 921, buyers
Yangtze	25	\$150, buyers
Canton	50	\$260, sales & buy.
Hongkong Fire.	50	\$835.
China Fire.	50	\$90, sales & buy.
Steamship Cos.—		
H. Canton and M.	10	\$29.
Indo-China S. N.	15	\$130.
China and Manila.	50	\$24, buyers
Douglas Steamship	50	\$34, sellers
Star Ferry	10	\$10.
Shell Transport & Trading Co.	25	24s.
Do prof. shares	20	48 10.
Refineries—		
China sugar	100	\$230, buyers
Luzon Sugar	100	\$6.
Mining—		
Charbonnages	Per 250	\$400.
Kangs	100	\$6, sellers
Docks Etc.—		
H. & W. Dock	50	\$220, sales & sel.
H. & K. Wharf & G.	50	\$115, sellers
New Amoy Dock	50	\$274, sellers
S.C.F.loyd & Co. Ltd.	Per 100	Tls. 185, buyers
Land and building—		
Hongkong Land Inv.	100	\$149, sales
Kowloon Land & B.	30	\$32, sales
West Point Building	50	\$66, sales & sellers
Hongkong Hotel	50	\$138, buyers
Humphreys E. ....	100	\$125, sales & buy.
Shanghai Land ....	50	Tls. 120, buyers
Cotton Mills—		
Evo. International	Per 50	Tls. 25, sellers
Laou Kung Mow	Per 50	Tls. 20.
Soochee	Per 50	Tls. 32.
Hongkong Companies—		
Ahambra, Ltd.	500	\$100, buyers
Bell's Asbestos E. ...	20	\$4.
Campbell, Moore & Co.	50	\$10, buyers
China-Borneo Co., Ltd.	50	\$12, buyers
China Prov. L. & M.	50	\$10, sales
Dairy Farm	50	\$12, sales
Geo. Brewick & Co.	50	\$24, buyers
Green Island Commt.	50	\$47, sellers
Hongkong Electric	50	\$15, buyers
Hongkong & C. Gas	50	\$10, buyers
H. L. Tramways	50	\$200.
Hongkong Ice	50	\$255.
Hongkong Kope	50	\$100, buyers
H. S. Steam Water-boat Co. Ltd. ....	10	\$20.
Philippines Co., Ltd.	50	\$9, sellers
S. & H. Dyeing & Co., Ltd.	50	\$60.
S. China Morning Post	25	\$17, buyers
Tobacco Planting Co.	50	\$15, buyers
China Light and Power Co. Ltd.	50	\$10, sellers
Power Co. Ltd. ....	50	\$9, buyers
Steam Laundry Co. Ltd.	50	\$7.
United Asbestos Co. Do.	50	\$14, buyers
Watkins, Ltd.	50	\$10, buyers
Watson & Co., A.S.	50	\$125, sellers
William Powell, Ltd.	50	\$11, sellers

## VERNON &amp; SMYTH. BROKERS

HONGKONG TIDE TABLE.

From 18th to the 24th November.

HIGH WATER.	LOW WATER.		
	Hongkong Mean Time.		